

Minutes of the meeting of the  
**Elmbridge LOCAL COMMITTEE**  
held at 4.00 pm on 27 February 2017  
at Council Chamber, Elmbridge Civic Centre, High Street, Esher, KT10 9SD.

**Surrey County Council Members:**

- \* Mrs Margaret Hicks (Chairman)
- \* Mr Mike Bennison (Vice-Chairman)
- Mr Ramon Gray
- Mr Peter Hickman
- \* Rachael I. Lake
- \* Mrs Mary Lewis
- \* Mr Ernest Mallett MBE
- \* Mr Tony Samuels
- \* Mr Stuart Selleck

**Borough / District Members:**

- \* Cllr Andrew Davis
- \* Cllr Roy Green
- \* Cllr Peter Harman
- \* Cllr Malcolm Howard
- \* Cllr Andy Muddyman
- \* Cllr T G Oliver
- \* Cllr Mrs Mary Sheldon
- \* Cllr Graham Woolgar

\* In attendance

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**1/17 APOLOGIES FOR ABSENCE [Item 1]**

Apologies for absence were received from Mr Ramon Gray and Mr Peter Hickman.

**2/17 POLICING IN YOUR NEIGHBOURHOOD [Item 2]**

The Elmbridge Borough Inspector, Sarah Milligan, gave a presentation on Policing in the borough. The PowerPoint is attached as Annex A.

Members' comments included:

- A request for actual figures as well as percentages to be used as percentages alone do not always give a clear picture.
- With the rise in cybercrime how did the police manage to locate the perpetrators
- How did a Member manage to raise the profile of an issue with the Police?

- How much did the Police work with Neighbourhood Watch Schemes and schools?

The Borough Inspector responded, explaining that historic reports had been included in the figures which was one reason for the spike and also much promotion work had taken place to encourage the reporting of Domestic Abuse. The partnership work took place at both Community Incident Action Group (CIAG) and Joint Action Group (JAG) meetings, at which the most appropriate service was identified to deal with the issue. Each borough had a Youth Intervention Officer who worked closely with the schools.

SM agreed to send actual figures through to the clerk and also contact details for Policing in Elmbridge for circulation to the Committee Members.

### **3/17 MINUTES OF PREVIOUS MEETING [Item 3]**

The minutes of the meeting held on 19 December 2016 were agreed.

### **4/17 DECLARATIONS OF INTEREST [Item 4]**

There were no declarations of interest.

### **5/17 LOCAL COMMITTEE DECISION TRACKER [Item 5]**

The updated Local Committee decision tracker was noted.

### **6/17 PETITIONS [Item 6]**

**Declarations of Interest:** None

**Officers attending:** Adrian Harris (Parking Engineer)

Nick Healey (Area Highway Manager NE)

Three petitions were received. The details of the petitions and responses where provided are attached as Annexes B, C & D.

On behalf of Ms Joan Choules, Mr Brian Sutherland presented the petition with 16 signatures, requesting SCC to change the new parking restrictions in Goldrings Rd, Oxshott. He explained that recently some parking restrictions in Goldrings Rd had been removed so that non residents could now park all day in certain places in the road. This was only benefitting approximately 10 to 15 people who were now avoiding paying the railway station car park charges. The parked cars had also created a hazard for residents reversing out of their drives, a hazard which didn't exist previously.

The officer responded explaining that some restrictions had been removed as part of the Committee's Parking Strategy was to provide parking. He added that the team had ensured that restrictions hadn't been removed close to junctions or driveways so as not to create a hazard and in fact parked cars could have the effect of reducing the speed of traffic. The issue could be considered again at the next review due to start at the end of 2017/18.

Members' comments included:

- Support for the petitioners' request
- Support for the strategy which was trying to free up parking spaces

Margaret Hicks proposed and Mike Bennsion seconded that an addition was added to the recommendation to ensure the road was included in the next parking review in the area.

The Local Committee resolved to note the contents of the report **and include the issue in the next phase of the Elmbridge Parking Review at the end of 2017/18.**

The second petition with 430 signatures was presented by Dr Alan Wright, on behalf of Mr Nick Thripp, from the Triangle Residents' Group, requesting SCC to introduce more effective traffic management measures along Princes Road, Pine Grove and York Road (south) in Weybridge, aimed at reducing traffic volumes and speeds.

Dr Alan Wright spoke explaining that the 'Triangle' was the area formed by the B373, the A317 and the London to Portsmouth railway line. When the traffic choked at the Monument Hill junction then traffic including HGVs used Princes Road, Pine Grove and York Road with their blind bends and parked cars as a short cut. Statistics did not reveal the hazards facing the residents which included the catchment area for Manby Lodge and Heathside Schools which were also both expanding.

He continued, as a first step the petitioners were requesting a 20 mph area and associated restrictions. They were aware that 20 mph had already been implemented elsewhere in Portmore Park Rd, Weybridge and Wodeland Ave., Guildford. They were very happy to co-operate with the experts and understood the current financial pressures and were seeking a holistic approach to prevent accidents.

Ramon Gray, the Weybridge Divisional Member, who was unable to attend the meeting, had submitted some comments prior to the meeting which the Chairman read out. His comments are attached in Annexe 3.

Councillor Peter Harman spoke in support of the petition explaining the area was used by a lot of child cyclists and asked that the Local Committee supported it too.

A response to the petition would be provided at the next meeting.

The third petition with 79 signatures was presented by Mrs Iwona Januszajtis requesting SCC to resurface Queens Rd., Hersham from Westcar Lane roundabout to the roundabout opposite the Watermans Arms. She explained that there had been a rapid deterioration in the road surface which was very dangerous to both cyclists and pedestrians. It was also a bus route and yet there had been no commitment from SCC to resurface the road. Other roads such as Primrose Road had been resurfaced instead, why was this? She added that she felt SCC was failing in its duty of care.

The Highways officer explained that at the previous two Committee cycles we had also received petitions requesting roads to be resurfaced so we were in a difficult position. SCC had a statutory duty to maintain the highway so it was safe for public use. The thresholds for classification as a safety defect were pot holes 40mm+ deep on the road and 20mm+ deep for a cycle lane, which was in line with the National Code of Practice. The team followed regular

inspection schedules and also followed up on notifications from residents and councillors. He added many other roads in Hersham were also in a bad condition, but the team must prioritise.

The roads on the previous Operation Horizon programme were prioritised based on part technical and part on consultation whereas the upcoming Horizon programme would be prioritised solely on a technical basis and Queens Rd was not on the programme for the next 5 years. The officer added that the Local Committee could fund the resurfacing of Queens Rd., but that would take the majority of the budget, which would not be finalised until the end of March. Queens Road was on a running list and would be considered by the Committee each year.

Members' key comments included:

- That they regularly inspected roads and constantly reported defects
- It was up to the Committee how they split the budget
- The road was heavily used by cyclists and it was not safe
- Could the 1m at the edge of the road to help cyclists be resurfaced

The officer responded by confirming he would request his team to make an adhoc inspection of the road. He would not recommend only resurfacing the 1m at the side as that would encourage cyclists to cycle in the gutter which was not recommended as the safest place.

#### **7/17 PETITION RESPONSE: SILVERDALE AVENUE, OXSHOTT [Item 6a]**

**Declarations of Interest:** None

**Officers attending:** Adrian Harris (Parking Engineer)

The officer introduced the report explaining how officers and Members had met at Danes Hill School and discussed the feasibility study which had taken place in 2016 to look at improving access to the school and how the Bursar had been very supportive of the idea that improving the access could help resolve the parking issue.

The work was going to be carried out in two phases. Firstly, additional signage and amended road markings would be introduced to improve awareness and safety. Then the physical layout would be looked at and a new layout widening the access to provide a two lane exit would be developed to provide details of the cost and the work required.

The officer added that Silverdale Ave could be looked at again in the future.

The petitioner, Debbie Chitty, commented that she appreciated the impossible situation of the Council with the varying demands from residents and budget pressures, but that the all day parking was a problem.

Margaret Hicks proposed an amendment to the recommendation, which Mike Bennison seconded.

The Local Committee resolved to note the contents of the report **and to include the issue in the next phase of the Elmbridge parking review at the end of 2017/18.**

**8/17 PUBLIC QUESTION TIME [Item 7]**

The public question was linked to Item 12 so was deferred until that item.

**9/17 MEMBER QUESTION TIME [Item 8]**

No Member questions had been received.

**10/17 ELMBRIDGE LOCAL COMMITTEE REVIEW 2013-17 [Item 9]**

Cheryl Poole, Community Partnership and Partnership Officer, Jeremy Crouch, Youth Practice Lead, Nick Healey, Area Highway Manager (NE) and Adrian Harris, Parking Engineer, gave the presentation attached as Annex E.

**11/17 HIGHWAYS UPDATE [Item 10]**

**Declarations of interest:** None

**Officers attending:** Nick Healey (Area Highway Manager (NE))

The officer introduced the report explaining it was the regular update with decisions requested on some bus stop clearway markings to prevent other vehicles parking at the bus stops and making it difficult for passengers to board and alight. The budgets had not yet been confirmed so the officer hoped to meet with the Committee Members informally before the next formal meeting.

The Local Committee resolved to:

- (i) Authorise the Area Highway Manager to make appropriate changes to budget allocations and programmes of work for next Financial Year 2017-18 when Committee's Highways budgets for next Financial Year have been confirmed, in consultation with the Chairman, Vice-Chairman and affected Members of the Local Committee (paragraphs 2.20 to 2.24 refer);
- (ii) Agree to introduce four new bus stop clearways in Eppingham Road, Long Ditton, at four existing bus stops detailed in Annex A (paragraph 2.25 refers);
- (iii) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes

Reasons for decision: It may be necessary to review the Local Committee's highway budget allocations and programmes of works 2017-18 when the Local Committee's budgets are confirmed. To prevent cars parking near to bus stops hindering the public from boarding and alighting buses.

**12/17 LONG DITTON SCHOOLS SAFETY IMPROVEMENTS - RESULTS OF CONSULTATION [Item 11]**

**Declarations of Interest:** None

**Officers attending:** Peter Shimadry (Senior Engineer)

The officer introduced the report explaining that the officers had worked closely with County and Borough Members to develop the schemes. Residents and businesses in the immediate area of the proposals, which included two zebra crossings, had been consulted with. 35% of those consulted responded and 86% of those were in favour of the proposals. The many helpful comments received in the feedback to the consultation would also be taken forward.

The Local Committee resolved to

- (i) note the results of the public consultation as set out in this report, particularly that there is overwhelming level of support for the proposals presented for public consultation;
- (ii) note that the results and feedback will be used to inform the detailed design
- (iii) delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

Reason for decision: to provide the necessary authorisation to deliver the programme of works in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

### **13/17 PARKING REVIEW - ESHER, CLAYGATE & HINCHLEY WOOD [Item 12]**

**Declarations of Interest:** Councillor Tim Oliver declared a personal interest as he was a patron of the Wheatsheaf public house.

**Officers attending:** Adrian Harris (Parking Engineer)

Peter Shimadry (Senior Engineer (Highways))

A public question received from Mr John Cruddas, a resident of Esher, was taken at this point on the agenda. The question and response is attached as Annex F.

Before putting his supplementary question, Mr Cruddas explained that the Wheatsheaf was no longer a 'local' pub, residents were already having difficulty finding parking spaces in the relatively less popular month of February and that the pub did not appear to be attempting to encourage patrons to use public car parks. He asked given that the officer had referred to the necessity for balance and compromise, did he not feel that the situation favoured the pub to the detriment of residents and the potential value of their properties and whether the issues should be referred back to councillors and residents for further consultation.

The Parking Engineer said his recommendation was in line with the Committee's Parking Strategy. The Senior Engineer explained that the Local Committee was funding a study to look at the Lammas Lane junction and parking would form part of that discussion.

Members' comments included:

- The officer had been asked to look at the parking outside the pub as part of the review

- They had sympathy with the residents
- The issue would be considered as part of the wider work of the Esher Transport Study

The Parking Engineer introduced the report explaining that 190 responses to the consultation had been received and meetings had taken place with ward Councillors and Claygate Parish Councillors. In addition as detailed in the report a further consultation was going to take place in Hillbrow Road, Esher on the idea of parking permits in the road. Depending on the outcome of the consultation Carrick Gate might then be looked at again.

Members' comments included:

- Most issues had been covered, but there was concern about the bend in West End Lane
- Concern that not many extra parking places had been found in this review
- Concern that people did need to park and whether the increase in double yellow lines in Lammas Lane and West End Lane really necessary

The Parking Engineer agreed to provide details of the number of extra spaces created as part of this review.

Councillor Tim Oliver proposed and the Chairman seconded an addition to recommendation (i), to introduce double yellow lines on the bend in West End Lane.

The Local Committee resolved to:

- (i) The county council's intention to introduce the proposals in Annex 1 **and to introduce double yellow lines on West End Lane, Esher, around the inside of the bend approximately opposite the western access to the Prince of Wales public house, to improve visibility and safety around the bend**, is formally advertised, and subject to statutory consultation.
- (ii) To authorise the Parking team manager in consultation with the Chairman and Vice Chairman of the Elmbridge Local Committee and the divisional Member for Esher, to decide whether or not to proceed with a parking permit scheme in Hillbrow Road, Esher and a parking restriction in Carrick Gate, Esher, based on the feedback received in the consultation, as detailed in 2.4-2.5.
- (iii) If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- (iv) If any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

Reasons for decision: the waiting restrictions in this report will help improve road safety, improve access for emergency vehicles, refuse vehicles, buses and service vehicles, access for shops, facilities and businesses, reduce traffic congestion and better regulate parking.

**14/17 DATE OF NEXT MEETING [Item 13]**

The next meeting is scheduled to take place on Monday 26 June 2017.

Meeting ended at: 6.30 pm

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**Chairman**



Minutes Annex A

**POLICING IN YOUR NEIGHBOURHOOD**

**Inspector Sarah Milligan.  
Elmbridge Borough Inspector.**



**You have asked about:**

1. The new policing model
2. Current Police priorities for Elmbridge
  - Force priorities
  - Borough Priorities
3. Engagement



The New Policing Model.

**What does that mean for local policing?**

- We started reviewing local policing in November 2014. Focusing on our commitment to maintaining much valued local policing, we called this 'Policing In Your Neighbourhood'.
- PIYN reviewed the types of calls and requests made of us and what we were spending our time doing. It also took ideas from our frontline teams for where we could provide a better service.
- It used this information to re-design our local policing approach to be better able to meet the changing threat, harm and risk communities face today, whilst at the same time having to deliver savings.
- Savings target for PIYN is £8.3 million by 2019/20 (savings of £2.4 million already delivered in 15/16).



**The changing environment**

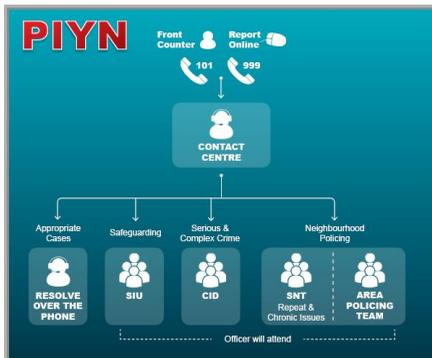
- **Austerity** – We need to save a further £25m over the next four years. This to re-think how we deliver services to make savings and requires us to be more efficient. 234 fewer staff members and 32 fewer officers.
- **Crime is changing** – In the past three years there has been significant increases in reports of rape (153%), sexual offences (122%) and domestic violence (34%). In the same time period reports of house burglaries have fallen by 24% and reports of theft from cars is down 32%.
- **Changes in technology** – mean using the internet for crime is on the increase but technology also provides an opportunity for us to deliver services differently.

**Policing in your neighbourhood.**

- Bigger uniformed teams, geographically aligned to districts and locally led by Inspectors
- Greater ownership by uniformed constables
- Smaller, more focused Safer Neighbourhood Teams who tackle CHRONIC repeat issues –people and locations.
- We will assess the type of police response required and allocate resources to where they are needed most.
- We will be more effective in re-directing calls to the most appropriate agency when they do not require a police response.



**When you need us...**



**The Area Policing Team**



Area Policing Team officers will attend incidents where the police are required and will investigate as appropriate. They will deal with a case from start to finish, where possible keeping the same officer as the contact for the victim and engaging specialist resources where needed.

• If a crime is deemed to be serious or complex it will pass to either the Criminal Investigation Department or Safeguarding Investigation Unit.

• Area Policing Teams are led and tasked by the Borough Inspector, supporting the work of the Safer Neighbourhood Team.





**The Safer Neighbourhood Team**

Safer Neighbourhood Teams (SNT) are smaller but will remain dedicated to Boroughs and Districts.

- Each member of the team will be aligned to one or more Neighbourhoods to ensure every community retains a named borough based Inspector and geographically based Police Community Support Officers (PCSO).
- They will tackle the chronic issues that affect local communities. They will work with partners such as hospitals or councils to make communities safer.
- PCSO powers are being reviewed to increase what they can do and focus more on problem solving of chronic issues and repeat problems.



**Volunteer Police Cadets**



Surrey Police launched a pilot of the national Volunteer Police Cadet (VPC) scheme in autumn last year. To prepare young people aged 13-18 for their future, achieving qualifications, whilst gaining a sense of pride through supporting community policing. We are particularly looking for young people who would benefit the most from this development and diversion opportunity. The first Northern cadet unit will be based at Fullbrook School, Addlestone.



Current Police priorities for Elmbridge.

**Surrey Police Vision.**



Our Vision is to make Surrey the safest county it can be.

- Pursue offenders
- Prevent and detect crime
- Protect vulnerable people
- Prevent crime and disorder



**Assessing competing demands.**



We will pro-actively target serious, harmful and persistent offenders, and particularly focus on those who prey on the vulnerable.

- Threat** – likely danger/damage
- Harm** – level
- Risk** – likelihood
- Investigation** – proportionality
- Vulnerability** – to harm & exploitation
- Engagement** – safeguarding



2



Engagement.

**Any Questions?**



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PETITION RESPONSE – GOLDRINGS RD

ITEM 6

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 27 February 2017

SUBJECT: PETITION – GOLDRINGS ROAD, OXSHOTT

DIVISION: HINCHLEY WOOD, CLAYGATE AND OXSHOTT



**PETITION DETAILS:**

A petition supported by all residents of Goldrings Road, Oxshott, has been received raising concerns about parking in Goldrings Road. The petition reads:

*We, the undersigned residents of Goldrings Road, object to the new parking regulations.*

*This has created a free parking facility rather than using the paid station car park which is now underutilised and has encouraged parking by lorries and driving instructors waiting for the next customers.*

*The road being narrowed by parked vehicles has created problems for householders coming and going from their properties and spoiling the whole aspect of the area.*

*As you may be aware Goldrings Road is a through road and gets very busy as it is often used as a bypass from Steels Lane to Warren Lane, thus avoiding congestion in the village.*

**OFFICER COMMENT:**

In the recent Cobham, Stoke D'Abernon and Oxshott parking review, we removed some parking restrictions in Goldrings Road, to free up some parking in the area. This comes as a result of the Elmbridge Local Committee's parking strategy, which asks us to look at providing parking, wherever feasible, where there is demand for parking space. When developing the changes for Goldrings Road we were very careful to ensure that any newly created parking space would not cause obstruction or safety problems.

It is true that a section of Goldrings Road is used as a cut through, but this is still possible even with parked vehicles, and this can in fact provide some benefit in helping to limit traffic speeds.

The location of Goldrings Road does mean that it is susceptible to use as parking space from a number of sources. It is noted that residents of this road have generous private off street parking areas. As Goldrings Road is a public highway - a public asset maintained at the public expense for use by the public - there is nothing intrinsically wrong with non-residents parking here for whatever reason, provided that the parking is not dangerous or obstructive.

The county of Surrey has the highest level of vehicle ownership in the country, with the busiest roads to match. As such there are a lot of motorists trying to park and

**PETITION RESPONSE – GOLDRINGS RD****ITEM 6**

drive along our roads, and in turn we must think very carefully about the benefits and disbenefits of any parking restrictions.

Parking in Elmbridge is currently reviewed under a three year rolling programme, with a different part of the borough being looked at approximately every six months.

Under the parking review process agreed by the Elmbridge Local Committee, all changes to formal on street parking controls, other than those deemed to have an 'irrefutable road safety implication' must be considered within the normal parking review process. As the concerns outlined by this petition would not appear to be of a safety critical nature, we will consider the request to review the parking controls in Goldrings Road under the normal review procedure.

Although the future parking review programme is subject to confirmation, the next parking review is currently anticipated to begin towards the end of 2017.

We will update our parking review programme as applicable on our website, available at [www.surreycc.gov.uk/parking/elmbridge](http://www.surreycc.gov.uk/parking/elmbridge)

If residents of Goldrings Road are able to provide any photographs to illustrate the problems identified within the petition, they would be gratefully received. They can be emailed to [highways@surreycc.gov.uk](mailto:highways@surreycc.gov.uk), or sent in hard copy to:

- a. Parking Team, Hazel House, Merrow Depot, Merrow Lane, Guildford, GU4 7BQ.

Please quote reference ME:300403 when providing any further correspondence.

**RECOMMENDATION**

The Local Committee is asked to:  
(i) Note the contents of this response.

**Contact Officer:**

Adrian Harris, Engineer, Parking Projects Team

**PETITION (ii)**

**ITEM 6**



**SURREY**

**SCC LOCAL COMMITTEE IN ELMBRIDGE – 27 February 2017**

**AGENDA ITEM 6**

**PETITIONS**

**To receive a petition with 430 signatures from Mr Nick Thripp, Chair of Triangle Residents Group.**

**PETITION WORDING**

We the undersigned petition Surrey County Council to introduce more effective traffic management measures along Princes Road, Pine Grove and York Rd (South) aimed at reducing traffic volumes and speeds. In particular we call upon the Council in the interests of safety, reducing risks and improving the quality of life for local residents to introduce as a priority a 20mph Zone across this area, supported by appropriate traffic calming measures and restrictions on HGVs.

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PETITION RESPONSE – QUEENS ROAD

ITEM 6

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 27 February 2017

SUBJECT: PETITION – QUEENS ROAD HERSHAM

DIVISION: HERSHAM



**PETITION DETAILS:**

*Petition to: Resurface Queens Road, Hersham, KT12*

*We the undersigned petition Surrey County Council to resurface – Queens Road, Hersham, from Westcar Lane roundabout to Roundabout o/s Watermans Arms - KT12*

*Additional information*

*The road surface along Queens Road, Hersham, a major and very busy 'artery' to the village with no fewer than 9 other roads feeding into it along a 750m stretch, is in a deplorable state. The surface is extremely pot-holed, made worse and more hazardous by a crisscross maze of inadequate patch-ups over the years by utility companies, and therefore makes the road dangerous for both motorists, cyclists and pedestrians.*

*Surrey County Council engineers have recognized and acknowledged its poor condition and agree that this should be rectified. We contend that the time for action is now and so respectfully request the Council to approve the full resurfacing of the road.*

**OFFICER COMMENT:**

Surrey County Council has four main strands to its strategy for road maintenance:

1) Safety Defect repairs. We inspect all roads on a regular schedule, and arrange repairs for Safety Defects as defined by our "Safety Defect Matrix". There is more information on our highway inspection standards and procedures on our website here: <http://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/roads-and-transport-policies-and-plans/highway-safety-inspections-standards-and-procedures>

Basically any defect less than 40mm deep is not considered to be a Safety Defect, regardless of the area of the defect.

However we are not saying that a road is in good condition just because it has no Safety Defects – only that we do not consider it to be unsafe. A road may be in terrible condition, with extensive crazing and lesser defects, but still be considered safe. We would agree with the petitioners that the subject section of Queens Road

## PETITION RESPONSE – QUEENS ROAD

## ITEM 6

is in poor condition.

2) Major resurfacing programmes. At the present time we are in the fourth year of a year programme of major carriageway maintenance, called Operation Horizon.

Details of this programme can be found on our website here:

<http://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>

Roads are chosen for our major resurfacing programmes based on their condition, and their importance in the network hierarchy, and also as a result of public consultation in the build up to the project. The total programme value is estimated to be approximately £100,000,000, and we anticipate that 10% of Surrey's roads (by length) will be treated under this programme.

While this is good news for those roads in the programme, it is bad news for roads like Queens Road, which are in poor condition, but are not on the Operation Horizon programme. Operation Horizon is due to finish in March 2017. Although it has not been published yet, I can confirm that the subject section of Queens Road does not feature in the provisional subsequent major resurfacing programme.

3) Preventative treatments. Every year we undertake a preventative maintenance programme, which typically involves surface dressing existing surfaces, to seal the surface, and extend its life before the surface begins to deteriorate rapidly. There is more information on our preventative programmes on our website here:

<http://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/maintaining-our-roads-and-pavements/resurfacing-our-roads>

4) Local Committee programmes. Surrey County Council has formed Local Committees for each Borough and District area within Surrey, and delegated to these Committees budgets for Highways works. Each Local Committee is made up of all the County Councillors for the respective Borough and District, together with an equal number of Borough Councillors. This Committee is free to prioritise its Highways budgets according to local priorities. The Local Committee always has more demands on its budgets than it can possibly afford, and so the Councillors are obliged to prioritise.

The subject section of Queens Road is approximately 5,000m square metres in area. The cost of resurfacing the subject section of Queens Road would be in the range £150,000 to £200,000, subject to the required design specification. This would be a substantial proportion of the annual highways budgets that the Local Committee has been delegated over recent years. Committee should note that in the context of the Council's current financial situation, the Local Committees' budgets for next Financial Year have not yet been confirmed.

Subject to confirmation of the Local Committees' Highways budgets for next Financial Year 2017-18, the Local Committee may in theory be able to afford to

**PETITION RESPONSE – QUEENS ROAD**

**ITEM 6**

resurface the subject section of Queens Road. However if Committee were to do this, it would mean that the lion's share of the budget would be spent in a single Division. The Local Committee planned for the coming Financial Year 2017-18 on the assumption of budgets totalling approximately £499,000, and in October 2016 allocated £150,000 for day to day Highway maintenance, £40,000 for Street Smart, and approximately £309,000 for Divisional Members to prioritise for schemes in their Divisions in consultation with Ward Members. If £200,000 were to be allocated for the resurfacing of the subject section of Queens Road, this would leave £109,000 to divide between the other eight Divisions (approximately £13,600) per Division, which would leave Committee unable to deliver the schemes prioritised by Divisional Members. In the current financial context there is no guarantee that the Local Committee's Highways budget for 2017-18 will be as much as £499,000.

**RECOMMENDATION**

**FOR INFORMATION ONLY**

**Contact Officer:**

Nick Healey, Area Team Manager (Highways NE)

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## Content

- Meetings
- Members' Allocations
- Youth
- Highways
- Parking



## Meetings 2013-17

- 16 formal meetings – 4 each municipal year
- 10 County Councillors have served on the Committee
- Mr Ramon Gray joined the Local Committee in June 2015 replacing Mr Christian Mahne
- 20 different Borough Councillors have been co-opted on to the Committee



## Formal meetings

- | <b>Decisions</b>               | <b>Updates</b>                   |
|--------------------------------|----------------------------------|
| • Highways schemes             | • Surrey Fire & Rescue Service   |
| • Local Prevention funding     | • Trading Standards              |
| • Parking reviews              | • Services for Young People      |
| • Rights of Way - Turners Lane | • Road Safety Team               |
| • Libraries' opening hours     | • EBC Housing & Benefits Service |
| • Parking Strategy             | • Waste Management               |
| • Cycling Strategy             |                                  |



## Minute Item 10/17

**Public engagement 2013-17**

- Received 40 Petitions  
Example of actions as a result:
  - i) St Peter's Rd, Molesey flooding issues. The Divisional Member used his highways allocation to construct new drains
  - ii) Safety & Speed of traffic in Stompond Lane. The Divisional Member used his Member allocation to fund signs & lines
  - iii) Exiting The Fairway onto Brooklands Rd. Double yellow lines installed to improve the situation
  - iv) Road safety in Manor Rd North & Claygate Lane. LC funded feasibility with the result a bid for CIL funding to Borough Council Strategic Spending Board in April 2017.
- Responded to 37 Public Questions

**Representation on 'external' groups**

- Elmbridge Business Network  
- Peter Hickman 2013-17
- Elmbridge Older People's Advisory Board  
- Ernest Mallett 2013-17
- Elmbridge Community & Safety Partnership  
- 2013/14 Rachael I Lake  
- 2014/15 & 2016/17 Margaret Hicks  
- 2015/16 Mary Lewis



**Informal meetings 2013-2017**  
**Topics covered included:**

- Education
- Community Infrastructure Levy
- Highways budgets & Integrated Transport Schemes
- Rights of Way
- Early Years
- Changes to Bus services
- School Improvement Strategy
- Local Transport Strategy
- Draft Surrey Rail Strategy
- Transport Development Planning
- Family, Friends & Community Support
- Ageing Well
- Dementia Friendly Surrey

**Members' Allocations**

- £393,912 revenue available from 2013-17
- 2013/14 and 2014/15 Committee received £35,000 capital
- Approximately 300 projects received funding over 2013 – 2016
- Last applications for 2016/17 are being processed



2013-2016

- On average each Member funded just over 10 projects per year
- Recipients mainly voluntary groups with some support to SCC services
- Projects have benefitted children, young people, the elderly, the vulnerable and communities in general
- Funding per project varied from just under £100 to a few thousand.



**Love of learning**  
**Staying Connected through Arts**



**Aluna Music Group**  
**Musickidz concert**



**Princess Alice Hospice**  
**Man Shed**



### Cobham chatterbus



### Walton Festival of Light



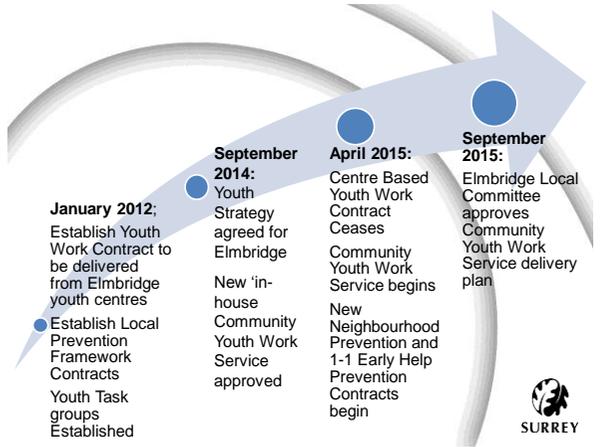
### 1<sup>st</sup> Weston Green Scouts trailer



### Whiteley Village Electric buggy



# 4 Year Review Youth Work in Elmbridge



## Highlights:

- Centre Based Youth Work (2012-15):
  - 3601 hours (1200 hours per year)
  - 2631 young people (877 per year)
- Local Prevention Framework (2012-15):
  - 439 young people (146 per year)
- Community Youth Work Service(2015/16):
  - 2387 hours
  - 1099 young people
- Neighbourhood Prevention (2015/16):
  - 199 young people
- 1-1 Local Prevention(2015/16):
  - 103 young people



## Current offer:

Community Youth Work is delivered from:

- Walton Youth Centre (3 nights per week)
- Molesey Youth Centre (3 nights per week)
- Hersham Youth Centre (4 nights per week)
- Cobham (1 night per week)
- Lower Green (1 night per week)

Neighbourhood Prevention is delivered by Eikon and Lifetrain

1-1 Early Help is delivered by Surrey Care Trust



## Highways Investment 2013-14 to 2016-17

Total investment, including CIL contributions, developer funding, Operation Horizon and minor revenue works: £15.7M



## Local Committee ITS schemes

Including 5 schemes supported by CIL funding

- 3 speed limits lowered
- 7 pedestrian crossings installed or improved
- 4 cycle routes and footways installed or improved
- 2 safety improvements constructed
- 2 new weight restrictions implemented
- 2 new parking areas installed
- 1 new heritage streetlighting scheme
- 8 feasibility studies completed



## Local Committee Maintenance Schemes

- 8 new or improved drainage schemes
- 42 carriageway resurfacing schemes
- 7 footway resurfacing schemes
- 2 decorative arches restored



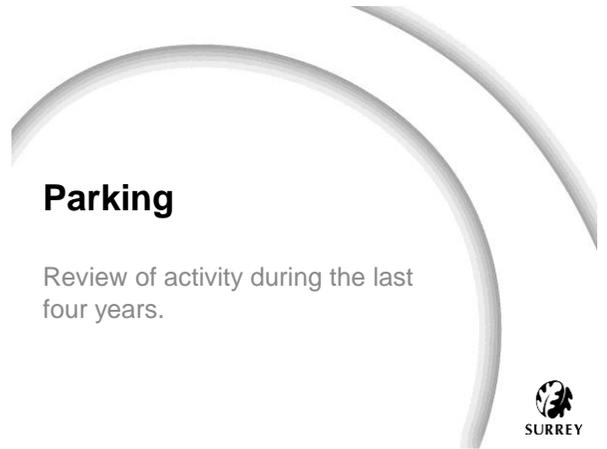
## Operation Horizon Schemes

- Footways
  - £800K invested
  - 29 schemes completed
  - 17km total length resurfaced
- Carriageways
  - £12M invested
  - 138 schemes completed
  - 59km total length resurfaced



### Local Committee Revenue Highlights

- 4 years' support for Elmbridge Borough Council's Street Smart gang
- 3 years' ditching programme in partnership with Elmbridge Borough Council
- Regular maintenance of modular and tiled footways in Esher and Thames Ditton
- Resolution of long term flooding problem in Woodstock Lane underpass
- Many minor maintenance jobs in response to residents and Members
- And of course...removal of the phone box in Cobham High Street



## Parking

Review of activity during the last four years.



### 2013 and 2014 parking reviews

- Advertised the 2013 parking review proposals in August 2013 and implemented them in spring/summer 2014
- The 2014 parking review, the last to be implemented under the borough-wide review programme, began in April 2014 and was implemented in summer/autumn of 2015



### The new strategy

- The local committee decided in February 2015 to introduce a new review strategy and developed a new cycle focussing in more detail on smaller areas of the borough at a time, over a three year cycle.
- The new strategy came into effect in April 2015, and it was agreed to look at the areas in the following schedule:
  - Cobham, then Weybridge in 2015 / 2016
  - Dittons and Moleseys, then Esher, Claygate and Hinchley Wood in 2016 / 2017
  - Walton and Hersham in 2017 / 2018



## The new strategy - objectives

- To focus on safety issues.
- To minimise schemes which cause 'displacement' of vehicles to other locations, wherever feasible.
- To engage more closely with partner organisations and stakeholders.
- To look at parking that is needed.



## The new strategy - actions

- Cobham, Stoke D'Abernon and Oxshott parking review –
  - Worked closely with the Cobham Chamber of Commerce, the borough council and Waitrose.
  - Carried out two informal consultations which drew over 250 responses in total.
  - Removed or revised restrictions which have made around 44 additional on street spaces available for use by the public.
  - Advertised in December / January 2015/16 and implemented in autumn 2016.



## The new strategy - actions

- Weybridge parking review
  - Informal consultation drew over 300 responses.
  - Listened to concerns about proposals presented to the local committee in June 27 and arranged additional meetings with borough councillors to make amendments where possible.
  - Objections report completed and final decisions due imminently.



## The new strategy - actions

- Moleseys and Dittons review
  - 426 responses to informal consultations.
  - Proposals developed to remove obstructive and dangerous parking, enhance parking for shoppers around Hampton Court, and provide around 37 additional on street spaces on St Mary's Road, Long Ditton.
  - Proposals currently awaiting formal advertisement.



## The new strategy - actions

- Esher, Claygate and Hinchley Wood review
  - Around 190 responses to informal consultation carried out in September / October 2016.
  - Worked closely with borough council and borough councillors, resident associations, and parish councils to develop proposals, presented to the local committee today.



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**PUBLIC QUESTION & RESPONSE**

**ITEM 7**



**SURREY**

**SCC LOCAL COMMITTEE IN ELMBRIDGE 27 February 2017**

**AGENDA ITEM 7**

**PUBLIC QUESTIONS**

**1. Question from Mr John Cruddas, Esher Green**

Proposals submitted by several residents of Esher Green to effect an extension of 'Residents Parking Hours' along Esher Green and especially that area covering house numbers 46-54 have not been addressed in the report under item 12 on the agenda.

Can an explanation be provided as to why this should be so and why they have apparently been rejected without any consultation with the residents concerned? Especially as there would be a delay of another three years before these issues could be raised again, would the Local Committee refer them back to the responsible authority for further consideration with the residents?

**Officer's response:**

The requests for changes to the parking restrictions near the Wheatsheaf pub were discussed at meetings involving borough and county councillors and officers on 17 January 2017, prior to the finalisation of the report under item 12, and it was agreed not to recommend any changes to the permit bays at this location as part of this parking review.

Although we understand that the increased popularity of the pub and therefore its impact on parking is relatively recent, the pub itself is of course a long standing establishment, and part of the community.

In general, parking on the public highway is available for public use. The permit scheme in Esher Green acts to protect residents from all non-resident parking during the day, space which may otherwise be occupied by commuters for instance. It is not designed to prevent all use by non-residents at all times. As highway authority, we have to manage the interests of different users of the highway, which includes users of local businesses as well as residents. There are many locations where very specific local features (such as schools, pubs, places of worship, village halls etc) may add to increased competition for parking between visitors and local residents, however it is not practicable to eliminate all of these issues, particularly as in trying to do so, vehicles are likely to be displaced into another nearby road.

It is currently the case that all parking within the Esher controlled parking zone operates throughout the same hours. This helps to minimise confusion for motorists, and is in line with government guidance which seeks to make parking controls as simple and uniform as possible, whilst still being effective. This helps motorists' comprehension of parking controls, which therefore improves compliance with the restrictions, and reduces the chances of

**PUBLIC QUESTION & RESPONSE**

**ITEM 7**

people accidentally parking illegally. Amending the parking controls for this section of Esher Green would remove this uniformity which is undesirable.

At locations such as Esher Green, along with many other locations in Surrey, where demand for on street parking exceeds supply, it is necessary for some compromise to take place in terms of provision of parking for different users.